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1. Locomotives: Since 1945 certain locomotive works have been producing exclusively for the Soviet Union. One such firm is the MAV Gepgyar factory in Budapest, which is under the supervision of a Soviet Board of Supervisors.
2. In this factory the "424" type locomotive is now being superceded by a newer and larger design, which will stand up better to the rigorous Russian winter conditions.
3. The design allows for sufficient clearance for the engine to be used on either the broad Russian gauge or the normal European gauge. The axle seating for the wheel centers allows for either gauge.
4. Estimated particulars of the "424" locomotive are as follows:

Wheels - total, 8 pairs
coupled 5 pairs (This implies a locomotive of the 4-10-2 wheel formation)

Weight - 100 to 105 tons

Horse Power - 1,300 (approximately)

Maximum weight behind the tender on the level - 2,000 tons

5. The new locomotives are similar to the American heavy freight engine with an unusually long boiler. There are ten-coupled type locomotives as well, capable of pulling 2,500 tons behind the tender on the level. These locomotives all bear a five figure number, the first two figures being the serial number of that type. This series all begin with the figure 5. It is estimated that the MAV Gepgyar produce five or six engines a month but the total number transported to the Soviet Union to date does not exceed 500.
6. New locomotives are given a steaming test on a length of five foot gauge track, approximately 400 meters long. After this they are fitted with normal gauge wheels and taken to the Soviet frontier, on the route Budapest-Debrecen-Cop. At Cop the broad gauge wheels are fitted.

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7. Rolling Stock: The Mav Gepgyar and another factory at Györ are also building freight car rolling stock for the Soviet Union. These are of the 40 to 60 ton type with eight axles on bogies. The wheel seating on the axle is such that the wheels can easily be altered in workshops to either gauge should this be required at any time. The Györ factory is also understood to be building some 40 ton tank cars.
8. The broad gauge axles for this rolling stock are also fitted at Györ where they are handed over to Soviet railway authorities.

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